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THIS IS UNEVALUATED INFORMATION

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SOURCE

[redacted]

S-103

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1. The first MIG-15 Bis (S-103) aircraft parts in Czechoslovakia arrived from the USSR [redacted]. They arrived in crates and were assembled at Mlada Airfield by Czech air-force mechanics, who had been recruited from various units. [redacted] the Bis aircraft went into production in Czechoslovakia shortly after that time. When a CS-102 airplane crash-landed at Line Airfield, a team of four men was sent from an aircraft factory to effect repairs. The damaged wing was replaced by a new wing, which came to the airfield by truck and was not crated. Repairs took about three weeks. Teams sent out from the factories were usually composed of as many as four men.

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M-05 Engines

3. Both the Czech and Soviet-produced engines had combustion chambers which were produced in two sections and welded together. There were no diagonal welds. NOTE: This indicates that they were deep drawn. There was no apparent difference between the Soviet and Czech M-05 engine except in the quality of the metal.

Engine Crates

4. The engine crate for the M-05 jet engine was just large enough to accommodate the engine. The base of the crate was about four inches thick. The engine was mounted on a stand on this base, and the rest of the crate consisted of a cover made of "thin" wood (about 3/4 inches thick), which was put over the top of the engine. The cover was reinforced with metal strips and had an attached hook so that the crate could be handled by a pulley. [redacted] 50X1
would be strong enough for stacking in layers when full. These crates were painted green and had markings which [redacted] 50X1
Soviet-produced crates for the AS-21 engine were of similar construction. Crates for the MIG-15 (Bis) engine were large enough to accommodate a complete aircraft. For crating purposes, the wings were taken off and put into the crate alongside the fuselage, which was one piece. [redacted] (Bis) crates at Line Airfield. They came from Soviet factories, and had Russian writing on them. These crates were not returned to the aircraft factories. They were 50X1
painted green, were on a heavy base with attached skids, and had thin walls.

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